



## A. JSAMTCC Executive Summary

1. The JSAMTCC serves as a functional advisory body to each respective US military Service's aviation maintenance division and the Federal Aviation Administration (FAA). It functions as the DoD/US Coast Guard panel to streamline the FAA A&P certificate authorization process for military members and represents military interests in future FAA decisions or policy changes affecting the A&P certification process. It also promotes certification opportunities offered by other nationally-recognized credentialing agencies related to military aviation maintenance occupational specialties.

2. Responsibilities of the JSAMTCC include:

- Reviews aircraft maintenance technician's training and experience from a FAA certification perspective to ensure their continued recognition of formal military aviation maintenance technical training and practical experience;
- Serves as the focal point for FAA A&P certificate authorization for military members;
- Maintains DoD/US Coast Guard continuity and relationship with the FAA at the headquarters level in matters related to Title 14, Code of Federal Regulations (CFR) Part 65 - *Airman Certification other than Flight Crewmembers*;
- Provides direction and resources necessary to ensure technicians meet FAA eligibility requirements;
- Develops, maintains and publishes a Policies and Procedures Manual to ensure continuity is maintained throughout the life of the program; and
- Promotes and, if appropriate, develops and administers other certification programs deemed of value to military aviation maintenance occupational specialties.

3. Most military aircraft maintenance technicians are eligible to pursue FAA A&P certification based on documentary evidence of 30 months practical aircraft maintenance experience in airframe and powerplant systems per Title 14, CFR, Part 65.77 - *Certification: Airmen Other Than Flight Crew Members*; Subpart D - Mechanics. In 1998, the DoD initiated a project to streamline and improve the FAA A&P certification process for the military and provide a certification opportunity for all aircraft maintenance technicians. In result, the DoD chartered the JSAMTCC to standardize the eligibility process for the military and provide direction and resources necessary to ensure technicians meet FAA eligibility requirements. Completing the FAA-approved JSAMTCC A&P Certification Program will assist technicians in meeting FAA eligibility requirements, preparing for the FAA exams and being successful in the civil aviation industry.

4. The project goal was to develop a voluntary program that benefits the technician and the DoD. Issues considered in developing the JSAMTCC A&P Certification Program were recruitment, retention and professional development.
5. The US Armed Forces have been a major source of Aviation Maintenance Technicians (AMT) for the civil aviation industry from its beginnings. There is a need to provide more FAA A&P certificated AMTs to meet the growing shortage in civil aviation. In recent years, the process of qualifying military aircraft maintenance technicians to be certificated as FAA A&P mechanics has not been maintained nor updated. The FAA did not always have current Military Occupation Specialty Code (MOS, AFSC, Rate) information. This made it increasingly difficult for Flight Standards District Offices (FSDO) to issue authorization for military technicians to test for FAA certification based upon their military experience. The perception of the FAA and the civilian aviation industry was that military aircraft maintenance practices had become very specialized in training and practical experience. Functional areas within the DoD had not taken definitive action to change this impression or provide current occupational code information to the FAA. Previous attempts were made to remedy the situation by developing an all branch military experience/qualification process for A&P certification, although none were successful.
6. When the Notice of Proposed Rule Making (NPRM) for the proposed Part 66 (dated 9 July 1998), *Qualification and Certification of Aviation Maintenance Technicians*, was reviewed by a team from the US Air Force, they found there was no mention of qualification procedures for military personnel. They responded to the NPRM with comments addressing what they viewed as an oversight. In result of the comments, and subsequent meetings with AFS-300, positive actions were taken. A "Tiger Team" was activated in April 1999 and consisted of key representatives from all branches of the military, AFS-300 and civil aviation. The mission of the Tiger Team was to develop and implement a program that would correct the current situation and establish a system to maintain a consistent A&P certification program for eligible military personnel. To help ensure the success of the effort, AFS-300 developed a strategic plan to support the Tiger Team's activities. To facilitate the process, AFS-300 contracted an Aviation Industry Advisor to conduct research and assist in developing the program.
7. The first objective was to review the current process of military aircraft maintenance technician training, work assignments and practical experience. The second objective was to evaluate the military's programs to determine which ones met the FAA requirements for their technicians to become FAA Airframe and/or Powerplant certificated mechanics. This evaluation was based upon the related experience section of Title 14, CFR Part 65.77. The desired project outcome was for the FAA to accept and implement a validated, objective, consistent and streamlined joint-cooperative FAA-Military program for qualifying military technicians to become A&P certificated.
8. The Tiger Team visited and evaluated several major military aircraft maintenance training, repair and flightline operations. These visits proved to be quite valuable and the team concluded that the training provided for all military technicians is excellent. State-of-the-art training systems, structured teaching/lab processes and advanced equipment are used to educate and hone practical skills of maintenance technicians. Military training continually meets, and often exceeds, the requirements and standards of the civilian aviation industry.
9. Though there is still specialization in military aircraft maintenance training and practical experience, there is significantly less than prior to the 1980's. Due to military reduction in force and real-world combat mission and readiness requirements, cross utilization of technicians has

become the rule. Current military operations require technicians to be highly skilled and work together in teams. Though a technician may have a specific occupational specialty, or be initially trained on a specific aircraft, performing tasks outside their basic assignment is the norm.

10. The JSAMTCC established measures to provide another source to administer the A&P certification knowledge exams, other than commercial FAA-approved testing centers. This initiative entailed the acquisition and associated programming of a server, funded by the US Air Force, for AFS-630 in Oklahoma City, OK. This delivery platform is dedicated to the military and allows a FAA testing administration process for the FAA knowledge exams at authorized military testing sites worldwide via the Defense Activity for Non-Traditional Education Support (DANTES) at no cost to military technicians. Due to DANTES mission changes, effective 1 November 2011 the JSAMTCC assumed the roles and responsibilities served by DANTES.

11. The military incurred fixed costs to manage, administer and maintain the program. The US Air Force, due to their relative size and larger numbers of technicians, established the Licensure and Certification Programs Flight at the Community College of the Air Force, Maxwell-Gunter AFB, AL. The US Army established an A&P Program Administration Office at Ft. Eustis, VA. Currently, the US Navy, US Marine Corps and US Coast Guard administer their program using existing staffing and administrative systems. On the other hand, the FAA will experience a significant amount of incremental FSDO Airworthiness Safety Inspector (ASI) manpower savings due to the reduced complexity of this program over the current military interview/qualification verification process.

12. The JSAMTCC A&P Certification Program is based on processes that are continuously monitored by the JSAMTCC, a consortium of key military and AFS-300 personnel, which maintains control of the program and makes revisions as necessary.

13. The JSAMTCC A&P Certification Program is relatively simple for the FAA to monitor and administration varies in complexity depending upon the military Service. The JSAMTCC adopted standardized methods to document training, qualification and practical experiences in airframe and powerplant systems. Each military program participant is provided an individualized Qualification Training Package (QTP). The QTP consists of standardized forms and instructions to complete program requirements. Upon program completion and validation of training, qualification and experience, a CG-G-EAE-4 Form, *Certificate of Eligibility* is issued by the AFS-300-approved signature authority from the participant's military Service. The military technician may then take the validated and signed forms to the FAA FSDO, complete the FAA Form 8610-2, *Airman Certificate and/or Rating Application* and be authorized by an FAA ASI to complete Airframe and/or Powerplant certification testing without further evaluation by the ASI. However, the FAA retains the authority to verify an applicant's eligibility.

14. The JSAMTCC A&P Certification Program provides the ASI assurance that military applicants, who have been issued the CG-G-EAE-4 Form, possess the practical experiences applicable to the certificate and ratings sought and the verifiable experiences are in excess of the required 50 percent of the subject areas per FAA Order 8900.1, Volume 5, Section 2, Par. 5-1135, (G,1) and (H).

15. The JSAMTCC A&P Certification Program provides a method that ensures all technicians enrolled in the program are credited only for appropriate experience, qualification and training... one that provides an audit trail for AFS-300 oversight requirements. FAA regulations and the Uniform Code of Military Justice (UCMJ) ensure discipline within the program.

16. This is a win-win program from several perspectives. The US military benefits by providing a pathway and resources for aircraft maintenance technicians to broaden their technical skills, enhance professional development and obtain professional certification that is recognized world-wide. It also assists recruiting and retention incentives. The FAA benefits by providing a validated qualification program for military technicians applying for A&P certification and a process that reduces FAA workload to administer and oversee. The aviation industry benefits by gaining an increased supply of experienced A&P certificated technicians when military members decide to separate or retire from the military.

17. The military aircraft maintenance functional management areas place a high value of importance to the JSAMTCC A&P Certification Program as evidenced by the level of support from the DoD and FAA. In 2001, the DoD officially chartered the JSAMTCC and the Tiger Team project was considered complete upon final acceptance by AFS-300, as described and defined in FAA Order 8300.10, Change 17 (Currently 8900.1, Volume 5). The JSAMTCC was established to represent the military and work closely with AFS-300 to ensure military representation during future FAA decisions and policy changes that affect A&P certification processes.

18. Proposed changes to the JSAMTCC A&P Certification Program are presented to the council for discussion and vote. Changes are not made to program processes, requirements or forms without approval from the JSAMTCC and acceptance from AFS-300.

19. For detailed information and history of the FAA/DoD Tiger Team and JSAMTCC, refer to Final Report: *Evaluation Of US Military AMT Training And Experience And Its Applicability To Civil Qualification And Certification Requirements*, dated 15 Oct 00.

**B. Applicability to Title 14, CFR Part 65.77 - Certification: Airmen Other Than Flight Crew Members; Subpart D – Mechanics:**

1. The JSAMTCC A&P Certification Program was developed to ensure military aircraft maintenance technicians meet FAA A&P certification eligibility requirements per Title 14, CFR Part 65.77.

2. The JSAMTCC Policies and Procedures Manual (PPM) maintains HQ FAA, Aircraft Maintenance Division, AFS-300 recognition of:

- The JSAMTCC.
- Military aviation maintenance technical education/training and practical experience.
- JSAMTCC authority to identify and recommend qualified and eligible active duty, guard and reserve component personnel of the US Armed Forces to the FAA for the FAA Mechanic Certificate with Airframe and/or Powerplant ratings.

3. The JSAMTCC PPM prescribe processes and procedures for the JSAMTCC to maintain the requirements for an FAA-approved program for military aircraft maintenance technicians to meet FAA A&P certification eligibility requirements per Title 14, CFR Part 65.77. It also provides the general operating rules for the programs managed and administered by each respective military branch of service.

4. The JSAMTCC A&P Certification Program consists of a structured 4-Tier training and experience program:

- On-The-Job Training (OJT).
- Three Specialized Courses.
- Standardized method of documentary evidence of 30 months practical experience in airframe and powerplant systems.
- Four-years Time-In-Service.

5. Only eligible active duty, guard and reserve aircraft maintenance technicians may participate in the JSAMTCC A&P Certification Program. Individuals whose occupational specialty is outside the scope of aircraft maintenance must attend an FAA-approved Part 147 Aviation Maintenance Technician School or seek authorization for testing per Title 14, CFR Part 65.77.

6. The JSAMTCC adopted the Practical Test Standards (PTS) outlined in FAA-S-8081-26, *Aviation Mechanic – General*, FAA-S-8081-27, *Aviation Mechanic – Airframe* and FAA-S-8081-28, *Aviation Mechanic – Powerplant*, and Advisory Circular 65-2D, *Airframe and Powerplant Mechanics Certification Guide* as part of its 4-Tier program. The content of these resources is part of the program template to assist OJT task coverage and obtain 30 months of practical experience in airframe and powerplant systems.

7. The JSAMTCC adopted Advisory Circular 65-9A, *General Handbook*, 65-12A, *Airframe Handbook* and 65-15A, *Powerplant Handbook* as part of its program. The US Air Force developed Distance Education Specialized Courses from the content of these FAA resources and is hosted on the Air University Online (<https://au.csd.disa.mil/>).

#### **C. Applicability to Title 14, CFR Part 147 - Aviation Maintenance Technician Schools:**

1. The JSAMTCC does not, nor does it intend to, operate in the capacity of an FAA-approved Aviation Maintenance Technician School per Title 14, CFR Part 147.

2. However, the JSAMTCC adopted the curriculum subjects outlined in Title 14, CFR Part 147, Appendix B, C and D as part of its 4-Tier program. The content of these resources is part of the program template to assist OJT task coverage and obtain 30 months of practical experience in airframe and powerplant systems.

#### **D. JSAMTCC Forms:**

1. The JSAMTCC developed standardized forms for use by military technicians participating in the JSAMTCC A&P Certification Program. These forms are recognized by AFS-300 as acceptable documentary evidence of practical experience per Title 14, CFR Part 65.77:

- **CG-G-EAE-2 Form, *FAA Certification Performance of Job Tasks*.** This form documents the technician's personal information and occupational classification description. It also provides written verification of experience and JSAMTCC A&P Certification Program completion at the unit level.

- **CG-G-EAE-3 Form, *Joint Military Services Airframe and Powerplant Program*.** This form documents the trainer/certifier who provided training to the technician and certified the technician met the experience and proficiency level applicable to each task. It also specifies all required JSAMTCC Program tasks and a standardized method to document completion of training and practical experience for each task.
- **CG-G-EAE-4 Form, *Certificate of Eligibility*.** This form is issued only to technicians who have successfully completed the JSAMTCC Program, meet FAA eligibility per Title 14, CFR Part 65.77 and has been recommended by the individual's branch of military service. The certificate serves the same qualification function as a Certificate of Completion or Graduation from a Part 147 Aviation Maintenance Technician School.

Information current as of October 2013